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Court Notices.

TO JOSEPH E. BERGH AND ALL WHOM IT MAY CONCERN.

Notice is hereby given, in conformity with the statutes in such cases made and provided, to Joseph E. Bergh and all persons whom it may concern, that at 12 o'clock, noon, on the first day of the October (1905) term of the Circuit Court for the City of Williamsburg and County of James City, to-wit, on the 9th day of October, 1905, the Chesapeake and Ohio Railway Company will apply to the said Court for the appointment of five disinterested freeholders, residents of James City County, Virginia, to act as commissioners to ascertain what will be a just compensation for the land hereinafter described, proposed to be condemned, and to award the damages, if any, resulting to the adjacent or other property of the owners, or to the property of any other persons beyond the peculiar benefits that will accrue to such properties, respectively, from the construction and operation of the said company's works. The property proposed to be condemned by said Railway Company for its uses is owned by Joseph E. Bergh, and is the following:

Those certain irregular tracts, pieces or parcels of land hereinafter designated parcels numbers one and two, respectively, situated in James City County, Virginia, parcel number one lying on the easterly side of the new center line of the Chesapeake and Ohio Railway Company, as located and shown on the plat of the hereinafter described lands, which are sought to be condemned, and of the survey, which said plat of said lands and of the survey is attached to and filed with the petition of the said Chesapeake and Ohio Railway Company in the Clerk's Office of the Court aforesaid, and which said plat of said lands and of the survey, together with a profile showing the fills (there being no cuts, no trestles and no bridges), with a memorandum and description, are made a part of said petition. And parcel number two, lying on each side of the new center line aforesaid, as located and shown as aforesaid; the said two parcels of land being more particularly described as follows:

PARCEL No. 1.

Beginning at the intersection of the southerly line of the county road and the center line of the Chesapeake and Ohio Railway, said intersection being station 514+90 on said center line; thence northwesterly with said line of said road to a point 50 feet distant from center line and measured at right angles therefrom; thence southeasterly parallel with and 50 feet distant from center line 85 feet to a point in dividing line between Joseph E. Bergh and the Chesapeake and Ohio Railway; thence with said dividing line northwesterly to point of beginning, containing .049 of an acre.

PARCEL No. 2.

Beginning at the intersection of the dividing line between Chesapeake and Ohio Railway and Joseph E. Bergh, and the center line of the Chesapeake and Ohio Railway, said intersection being station 520+98 on said center line; thence northeasterly with said dividing line to a point 50 feet distant from center line and measured at right angles therefrom; thence southeasterly parallel with and 50 feet distant from the center line 235 feet to a point in dividing line between Joseph E. Bergh and C. M. Bergh; thence with said dividing line northwesterly crossing center line at station 522+52 to a point 50 feet distant from center line and measured at right angles therefrom; thence northwesterly parallel with and 50 feet distant from center line 75 feet to a point in dividing line between Joseph E. Bergh and Chesapeake and Ohio Railway; thence northeasterly with said dividing line to point of beginning, containing .36 of an acre.

Reference is directed to said Railway Company's petition, plat, profile, description and memorandum filed in the Clerk's Office of the Court aforesaid on the 8th day of September, 1905.

You, the said Joseph E. Bergh, and all persons concerned, are hereby directed to take notice hereof and to govern yourselves accordingly.

THE CHESAPEAKE & OHIO RAILWAY COMPANY,
By R. G. Bickford,
Counsel.

TO ALL WHOM IT MAY CONCERN.

Notice is hereby given, in conformity with the statutes in such cases made and provided, to all persons whom it may concern, that at 12 o'clock, noon, on the first day of the October term (1905) of the Circuit Court for the City of Williamsburg and County of James City, Virginia, to-wit, on the 9th day of October, 1905, the Chesapeake and Ohio Railway Company will apply to the said Court for the appointment of five disinterested freeholders, residents of James City County, Virginia, to act as commissioners to ascertain what will be a just compensation for the land hereinafter described, proposed to be condemned, and to award the damages, if any, resulting to the adjacent or other property of the owner or the property of any other person, beyond the peculiar benefits that will accrue to such properties, respectively, from the construction and operation of the said Railway Company's works.

The property proposed to be condemned by the said Railway Company for its uses is owned by Temperance Industrial Institute, Incorporated, and is a strip of land situated in James City County, Virginia, and lying on each side of the new located line of the Chesapeake and Ohio Railway Company, as shown on a plat of the hereinafter described land and of the survey which said plat of

land and of the survey is attached to and filed with the petition of the said Chesapeake and Ohio Railway Company in the Clerk's Office of the Court aforesaid. And which said plat of the survey together with a profile showing the cuts and fills, there being no trestles and bridges, with a memorandum and description required by statute are made a part of said petition. The said land so sought to be condemned being more particularly described as follows:

Beginning at the intersection of the center line of the Chesapeake and Ohio Railway Company and the dividing line between the lands of Temperance Industrial Institute, Incorporated, and Ned Dandridge, the same point being Station 451+60 in said center line; thence northwesterly with said dividing line to a point 75 feet distant from said center line and measured at right angles therefrom; thence easterly parallel with and 75 feet distant from said center line 80 feet to a point opposite station 452+00 on center line and measured at right angles therefrom; thence easterly 103.7 feet to a point 50 feet distant from center line and measured at right angles therefrom at station 453+00; thence easterly parallel with and 50 feet distant from center line 1,185 feet to a point in the dividing line between the lands of Temperance Industrial Institute, Incorporated, and Ole Carlstead; thence with said dividing line southerly, intersecting center line at station 464+90 to a point 50 feet distant from center line and measured at right angles therefrom; thence westerly parallel with and 50 feet distant from center line 1,195 feet to a point opposite station 453+00 on the center line and measured at right angles therefrom; thence westerly 103.7 feet to a point on the dividing line between the lands of Temperance Industrial Institute, Incorporated, and Ned Dandridge, said point being 75 feet distant from center line measured at right angles therefrom at station 452+00; thence with said dividing line northwesterly to point of beginning containing 2.87 acres. Reference is directed to the said Railway Company's petition, plat, profile, description and memorandum filed in the Clerk's Office of the Court aforesaid on the 8th day of September, 1905.

The land aforesaid is owned by the Temperance Industrial Institute, Incorporated, and is subject to a deed of trust from R. H. Slater and wife to H. B. Warren, Trustee, dated October 24, 1909, and recorded in James City County Deed Book 7, page 386, conveying land of which the above described land is a part. The said H. B. Warren, Trustee, being dead, M. S. Warren has qualified as his executor, and no trustee has been substituted for H. B. Warren, deceased. Second: A vendor's lien in favor of R. H. Slater upon the tract of land owned by the Temperance Industrial Institute, Incorporated, of which the above described land sought to be condemned is a part, the same being reserved in a deed from R. H. Slater to Charles S. Boston, dated May 21st, 1903, and recorded in James City County, Deed Book No. 9, page 206.

All persons concerned are hereby directed to take notice hereof and govern themselves accordingly.

THE CHESAPEAKE & OHIO RAILWAY COMPANY,
By R. G. Bickford,
Counsel.

TO JOSEPH E. BERGH AND ALL PERSONS WHOM IT MAY CONCERN:

Notice is hereby given in conformity with the statutes in such cases made and provided, to Joseph E. Bergh, and all persons whom it may concern, that at twelve o'clock noon, on the first day of the October, 1905, term of the Circuit Court for the City of Williamsburg and County of James City, to-wit: on the 9th day of October, 1905, the Chesapeake and Ohio Railway Company will apply to the said Court for the appointment of five disinterested freeholders, residents of James City County, Virginia, to act as Commissioners, to ascertain what will be a just compensation for the land hereinafter described, proposed to be condemned, and to award the damages, if any, resulting to the adjacent or other property of the owners, or to the property of any other persons, beyond the peculiar benefits that will accrue to such properties, respectively, from the construction and operation of the said Company's works.

The property proposed to be condemned by said Railway Company for its use appears, from the records of the Clerk's Office of the City of Williamsburg and County of James City, to be owned by C. M. Bergh, but is claimed to be owned by Joseph E. Bergh.

The property sought to be condemned in these proceedings is the following: That irregular tract, piece or parcel of land situated in James City County, Virginia, and lying on each side of the new center line of the Chesapeake and Ohio Railway Company, as located and shown on a plat of the hereinafter described land which are sought to be condemned, and of the survey, which said plat of said land and of the survey is attached to and filed with the petition of the said Chesapeake and Ohio Railway Company in the Clerk's Office of the Court aforesaid, and which said plat of said land and of the survey, together with a profile showing the fills (there being no cuts, no trestles and no bridges), with a memorandum and description, are made a part of said petition. The said land so sought to be condemned being more particularly described as follows: Beginning at the intersection of the dividing line between the lands of J. E. Bergh and C. M. Bergh and the new center line of the Chesapeake and Ohio Railway Company, said intersection being station 522+52 on said center line; thence southeasterly with said dividing line

to a point 50 feet distant from said center line and measured at right angles therefrom; thence southerly parallel with and 50 feet distant from said center line 360 feet to a point in dividing line between C. M. Bergh and J. B. Jenson; thence with said dividing line southwesterly 84 feet, crossing center line at station 527+30, to a point in existing right of way line of Chesapeake and Ohio Railway Company; thence northwesterly with said existing right of way line 290 feet to a point 50 feet distant from new center line and measured at right angles therefrom; thence northwesterly parallel with and 50 feet distant from new center line 250 feet to a point in dividing line between the lands of C. M. Bergh and J. E. Bergh; thence with said dividing line southeasterly to point of beginning, containing .92 of an acre.

The aforesaid land is subject to a deed of trust from C. M. Bergh and wife to T. H. Geddy, trustee, dated June 27th, 1903, and recorded in James City County Deed Book 9, page 335, conveying land of which the above described land is a part, in trust to secure \$502.00 to the County School Board of James City County, Virginia. Reference is directed to the said Railway Company's petition, plat, profile, description and memorandum filed in the Clerk's Office of the Court aforesaid, on the 8th day of September, 1905.

The said Joseph E. Bergh and all persons concerned are hereby directed to take notice hereof and govern themselves accordingly.

THE CHESAPEAKE & OHIO RAILWAY COMPANY,
By R. G. Bickford,
Counsel.

TO ALL WHOM IT MAY CONCERN:

Notice is hereby given in conformity with the statutes in such cases made and provided, to all persons whom it may concern, that at 12 o'clock noon, on the first day of the October, 1905, term of the Circuit Court for the City of Williamsburg and County of James City, to-wit, on the 9th day of October, 1905, the Chesapeake and Ohio Railway Company will apply to the said Court for the appointment of five disinterested freeholders, residents of James City County, Va. to act as commissioners to ascertain what will be a just compensation for the land hereinafter described, proposed to be condemned, and to award the damages, if any, resulting to the adjacent or other property of the owner, or to the property of any other person, beyond the peculiar benefits that will accrue to such properties, respectively, from the construction and operation of the said company's works.

The property proposed to be condemned for said company for its uses is owned by Mary L. Slater, and is that tract, piece or parcel of land situated in James City County, Virginia, and lying on each side of the new center line of the Chesapeake & Ohio Railway Company as located and shown on a plat of the hereinafter described land which is sought to be condemned and plat of the survey which said plat of said land and of the survey is attached to and filed with the petition of the said Chesapeake & Ohio Railway Company in the Clerk's office of the court aforesaid and which said plat of said land and of the survey together with a profile showing the cuts (there being no fills, no trestles and no bridges) with a memorandum and description are made a part of said petition. The said land so sought to be condemned being more particularly described as follows:

Beginning at the intersection of the dividing line between the lands of Ole Carlstead and Mrs. M. L. Slater, said point being Station 481+07 on the center line, thence northerly with said dividing line to a point 50 feet distant from center line and measured at right angles therefrom, thence easterly parallel with and fifty feet distant from center line 1438 feet to dividing line between Mrs. M. L. Slater and county road, said line being northerly line of said road, thence with said dividing line westerly, crossing center line at station 494+69 to a point 50 feet distant from center line measured at right angles therefrom, thence westerly parallel with and 50 feet distant from center line 1280 feet to a point on the dividing line between Mrs. M. L. Slater and Ole Carlstead, thence northerly with said dividing line to point of beginning, containing 3.12 acres.

Reference is directed to said railway company's petition, plat, profile, description and memorandum, filed in the Clerk's office aforesaid on the 8th day of September, 1905.

All persons concerned are hereby directed to take notice hereof, and to govern themselves accordingly.

THE CHESAPEAKE & OHIO RAILWAY COMPANY,
By R. G. Bickford, Counsel.

TO WHOM IT MAY CONCERN:

Notice is hereby given in conformity with the statutes in such cases made and provided, to all persons whom it may concern, that at twelve o'clock noon on the first day of the October, 1905, term of the Circuit Court for the City of Williamsburg and County of James City, to-wit, on the 9th day of October, 1905, the Chesapeake & Ohio Railway Company will apply to the said Court for the appointment of five disinterested freeholders, residents of James City County, Virginia, to act as commissioners to ascertain what will be a just compensation for the land hereinafter described, proposed to be condemned, and to award the damages, if any, resulting to the adjacent or other property of the owners, or the property of any other person beyond the peculiar benefits that will accrue to such properties, respectively, from the construction and operation of the said company's works.

The property proposed to be condemned for said company for its uses is owned by D. W. Marston, and is that irregular tract of land situated near Toano, in James City County, Virginia, and lying on both sides of the new center line of the said Chesapeake & Ohio Railway Company, as located and shown on a plat of said land (hereinafter described) which is sought to be condemned, and a plat of the survey which said plat of said land and of the survey is attached

to and filed with the petition of the Chesapeake & Ohio Railway Company in the Clerk's office of the Circuit Court for the City of Williamsburg and County of James City, and which said plat of said land and of the survey, together with the profile of said land showing cuts and fills (there being no trestles and bridges), with the memorandum and description required by statute, are filed with said petition, and are made a part thereof, the said land so sought to be condemned being more particularly described as follows:

Beginning at the intersection of the dividing line between the Hanks estate and D. W. Marston, and the new center line of the Chesapeake & Ohio Railway Company, said intersection being Station 414+50, thence in a southerly direction with said dividing line 155 feet to a point 50 feet distant from and at right angles to center line, thence southeasterly parallel with and 50 feet distant from center line 300 feet to a point opposite and at right angles to Station 419+00, thence southeasterly to a point 65 feet distant from and at right angles to center line at Station 420+00, thence southeasterly parallel with and 65 feet distant from center line 720 feet to a point opposite and at right angles to Station 427+20, thence southeasterly 381 feet to a point 90 feet distant from and at right angles to center line at Station 431+00, thence southeasterly parallel with and 90 feet distant from center line 100 feet to a point opposite and at right angles to Station 432+00 on center line, thence southeasterly 101 feet to a point 80 feet distant from and at right angles to Station 433+00, thence parallel with and 80 feet distant from center line 150 feet to a point opposite Station 434+50, thence southeasterly 100 feet to a point opposite and 60 feet distant from center line at Station 435+50, and measured on the radial line thereto, thence by the same radial line northeasterly 70 feet to a point, thence parallel with and 130 feet distant from center line, 520 feet to a point opposite Station 441+00 and on a radial line drawn thereto, thence by said radial line southerly 80 feet to a point 50 feet distant from center line, thence easterly parallel with and 50 feet distant from center line 200 feet to a point opposite Station 443+00, thence northeasterly 56 feet to a point opposite and 75 feet distant from center line at Station 443+50, thence parallel with and 75 feet distant from center line 30 feet to a point in dividing line between Edward Dandridge and D. W. Marston, thence with said dividing line southerly crossing center line at Station 444+00 to a point 75 feet distant from and at right angles to a center line, thence westerly parallel with and 75 feet distant from center line 60 feet to a point opposite Station 443+50 and measured on a radial line drawn thereto, thence northwesterly 56 feet to a point 50 feet distant from center line at Station 443+00 and measured on a radial line drawn thereto, thence parallel with and 50 feet distant from center line 330 feet to a point opposite Station 439+70 and measured on a radial line drawn thereto, thence by said radial line southerly 50 feet to a point 100 feet distant from center line, thence westerly parallel with and 100 feet distant from center line 1950 feet to a point, thence southwesterly (being the easterly line of proposed road) 915 feet to a point in the northerly line of the present right of way of the Chesapeake & Ohio Railway Company, said point being 260 feet east of the intersection of said right of way line and the easterly line of the county road, thence with said right of way line westerly 35 feet to a point, thence northeasterly parallel with and 30 feet distant from easterly line of proposed road 915 feet, being the westerly line of proposed road, to a point in the southerly line of the new right of way of the Chesapeake & Ohio Railway Company, thence westerly parallel with and 100 feet distant from center line 160 feet to a point opposite station 418+20 and measured on a radial line drawn thereto, thence by said radial line northeasterly 50 feet to a point 50 feet distant from center line, thence westerly parallel with and 50 feet distant from center line 485 feet to a point in dividing line between D. W. Marston and the Hanks estate, thence with dividing line southeasterly to point of beginning, containing 11.8 acres.

Reference is directed to said Railway Company's petition, plat, profile, description and memorandum, filed in the Clerk's office of the court aforesaid on the 8th day of September, 1905.

All persons concerned are hereby directed to take notice hereof and to govern themselves accordingly.

THE CHESAPEAKE & OHIO RAILWAY COMPANY,
By R. G. Bickford, Attorney.

TO THE HEIRS OF ARCHIBALD DAVIS, deceased:

You are hereby notified that a tract of land containing 28 1/2 acres in Tyler's Magisterial District, county of Charles City, Va., situated about 6 miles N. W. from Charles City Courthouse, was sold on day of in the name of Archibald Davis' Estate, for delinquent taxes, levies, interest and costs due thereon for the years 1886 to 1904 (inclusive) to the Commonwealth of Virginia, and application for the purchase thereof having been filed in this office, and it appearing from the records thereof that you are interested in said land, you are further notified to appear here within four months from the date of this notice and do what is necessary to protect your interest.

J. E. MAJOR,
Clerk Circuit Court Charles City County, Virginia.

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